OWNERS MANUAL FOR

WHITE BROTHERS CYCLING

580 N. Westgate Dr.
Grand Junction, CO 81505 USA
1.800.999.8277
www.whitebrotherscycling.com

A division of
Eko Sport, Inc.

TABLE OF CONTENTS

SAFETY.....PAGE 2
INTRODUCTION.....PAGE 2
FORK INSTALLATION.....PAGE 3
TUNING.....PAGE 4
MAINTENANCE.....PAGE 5
TROUBLE SHOOTING..... .....PAGE 6
EXPLODED VIEWS.....PAGE 7,8,9
WARRANTY.....PAGE 10

IMPORTANT CONSUMER SAFETY INFORMATION

WARNING: RIDING A BIKE IS DANGEROUS. NOT PROPERLY MAINTAINING OR INSPECTING YOUR BIKE AND IT'S COMPONENTS IS EVEN MORE DANGEROUS. IT IS ALSO DANGEROUS TO NOT READ AND FOLLOW THESE INSTRUCTIONS.

1. NEVER REMOVE STEERER TUBE FROM CROWN. THIS IS A PRESSED IN PART. REMOVING IT WILL RENDER BOTH THE CROWN AND STEERER TUBE INOPERABLE.* MAKE SURE THE FORK CAPS AND ALL FORK HARDWARE (pinch bolts, etc.) ARE TIGHT BEFORE EACH RIDE.

2. DO NOT PERFORM ANY MODIFICATIONS OR ADJUSTMENTS THAT ARE NOT OUTLINED IN THIS MANUAL. SEE THE TUNING SECTION FOR MORE DETAILS.

3. INSPECT YOUR FORK BEFORE EVERY RIDE. INSPECT THE CROWN, TUBES, AND AXLE SEAT AREAS FOR ANY SIGNS OF FATIGUE, BENDING, CRACKING OR OTHER DAMAGE. IF YOU NOTICE ANY TYPE OF DAMAGE, DO NOT RIDE IT. RETURN IT TO YOUR DEALER OR TO WHITE BROTHERS FOR A COMPLETE INSPECTION AND NECESSARY REPAIR.

4. THIS WHITE BROTHERS FORK IS DESIGNED WITH A LOCKOUT THAT TURNS OFF THE FORK'S SUSPENSION. THE LOCKOUT IS ONLY DESIGNED TO BE USED ON SMOOTH TERRAIN. USING THE LOCKOUT ON ROUGH TERRAIN, BUMPS OR DROP-OFFS CAN CAUSE SERIOUS DAMAGE TO THE FORK AND COULD CAUSE SERIOUS PERSONAL INJURY OR DEATH.

5. PERFORM ALL RECOMMENDED MAINTENANCE ACCORDING TO THE MAINTENANCE SECTION OF THIS MANUAL. FAILURE TO PERFORM MAINTENANCE COULD DRASTICALLY REDUCE THE FORK'S LIFE, PERFORMANCE AND CAUSE YOUR FORK TO BE A SAFETY HAZARD.

6. WHITE BROTHERS RECOMMENDS THAT YOU WEAR PROPER SAFETY EQUIPMENT EVERY TIME YOU RIDE, INCLUDING AN APPROVED BICYCLE HELMET. NEVER RIDE AT NIGHT WITHOUT LIGHTS.

7. ALWAYS USE GENUINE WHITE BROTHERS PARTS. USE OF AFTERMARKET REPLACEMENT PARTS AND UPGRADES VOIDS THE WARRANTY AND COULD CAUSE STRUCTURAL FAILURE.

8. WHITE BROTHERS FORKS ARE DESIGNED FOR OFF ROAD USE ONLY. THEY ARE NOT EQUIPPED WITH REFLECTORS FOR ROAD USE. IF YOU ARE GOING TO USE YOUR FORK ON THE ROAD, HAVE A DEALER OR MECHANIC INSTALL REFLECTORS THAT MEET THE CONSUMER PRODUCT SAFETY COMMISSION'S REQUIREMENTS.

**IF SERVICE BECOMES NECESSARY OR REMOVAL OCCURS, PLEASE CALL WHITE BROTHERS CUSTOMER SERVICE FOR PRODUCT EVALUATION AND DIAGNOSIS.*

INTRODUCTION

Thank you for purchasing your new White Brothers fork. Our forks are designed to help you perform at your absolute peak. Your new White Brothers fork has oil damping and is air sprung for light weight performance. The air spring and damper is set stock to satisfy a wide range of rider weights and riding styles. Fine tuning can be easily accomplished by changing air pressure in the air spring cartridge. See the adjustment and maintenance section for rider weight verses air pressures settings. For very heavy or very light riders the external damper can be adjusted to give a wide range of compression and rebound damping. Steering accuracy is improved over conventional MTB forks by utilizing superior materials and design. These include oversized 32mm fork tubes, a torsion box design steering crown with pressed in tubes, a one piece billet brake arch and extra thick drop-outs. The WB forks bootless design allows a considerable amount more slider/stanchion overlap than competitor forks which increases the fork steering accuracy. Fork travel has been chosen to offer the best performance possible for each fork's intended use. To ensure peak performance, proper installation and periodic maintenance is required. When riding on public land, please respect the rights of others and stay on established paths and trails. By riding responsibly, you are helping ensure the future of our sport.

FORK INSTALLATION

White Brothers forks feature a 1-1/8” threadless steer tube. If you have a threaded type fork on your bicycle, consult your dealer for the appropriate upgrade parts necessary to convert to a 1-1/8” threadless steer tube.

1. Remove your old fork from the bicycle. Measure the diameter and length of your old forks steerer tube to ensure that the White Brothers steerer tube is the correct diameter and sufficient length for the installation.
2. Remove the crown race from your old fork.
3. Press the crown race onto your new White Brothers fork.**(see Figure #1)**
4. Preassemble the headset by sliding the fork steerer tube through the bearings. Then install the headset upper race, headset spacer (optional), and stem onto the fork steerer tube. Adjust with optional spacers to your preferred height. **(See Figure #2)** Refer to the head set owner’s manual if there are any questions about the pre-assembly.
5. Mark the steerer tube at the top of the stem. The steerer tube will now need to be cut to the correct length. Disassemble and cut 3mm (1/8”) below the mark. Consult your dealer or mechanic if you don’t have the proper tools to cut the steer tube.
6. The star fangled nut must now be installed into the steer tube. If you don’t have the set tool, we recommend dealer installation of this part. **(See Figure #3)**
7. Clean and grease all headset bearings and races to prepare them for assembly. *Note: Replace the bearings if there is any sign of wear or corrosion.*
8. Now loosely assemble the headset, stem and handle bars as done in step four.
9. Install the headset top cap into the star fangled nut. Tighten until there is no play in the steering. The fork should rotate freely in the head tube. Straighten the stem in relation to the front tire and tighten the pinch bolts on the stem. If there are any questions consult your dealer or mechanic.
10. Install your front brake and adjust according to the manufacture’s instructions.
11. Adjust the quick release on the hub to clear the secondary catches on the drop-outs. Tighten the quick release after the axle is properly seated in the drop-out. Ensure that there is sufficient thread engagement (5 or more threads with the quick release in the lock position) due to the thicker White Brothers drop-outs. Install the front wheel per manufactures specifications.
12. Check to see that the brakes are adjusted and properly working. Make sure that the brake cable does not interfere with any part of the bike when the fork is compressed and released.

Warning: When installing the wheel or a new tire, check for minimum clearance. Measure from the highest point on the tire to the under side of the crown. There must be 1/8” or 3mm more clearance than the fork’s travel to ensure adequate clearance in all riding conditions. Any less clearance can result in the tire hitting the crown resulting in serious injury or death.

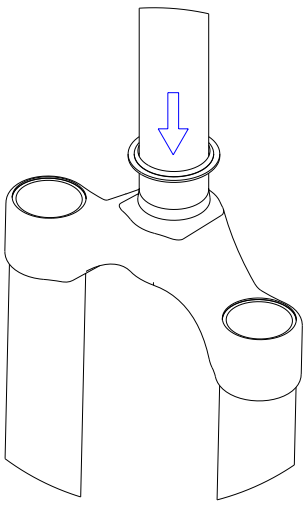


Figure #1

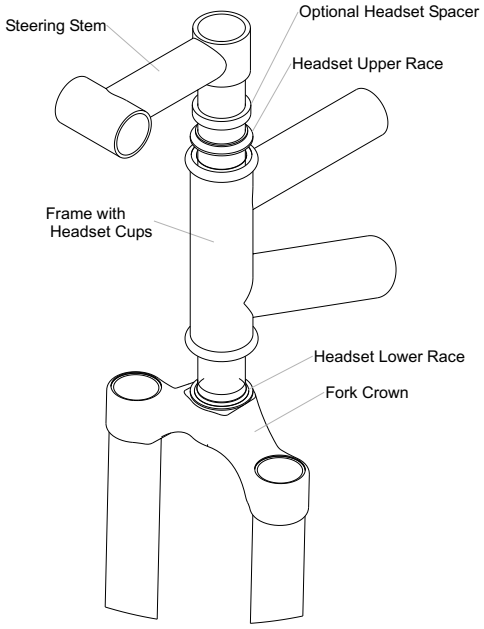


Figure #2

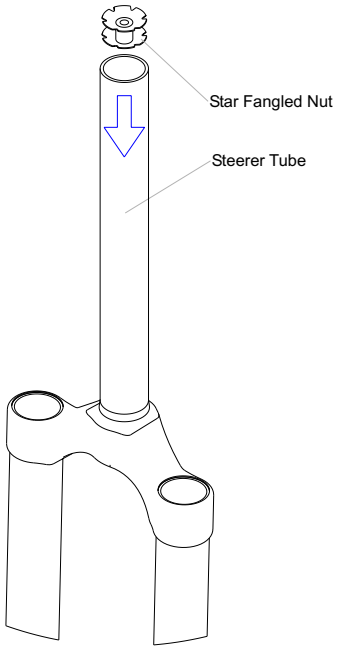


Figure #3

TUNING

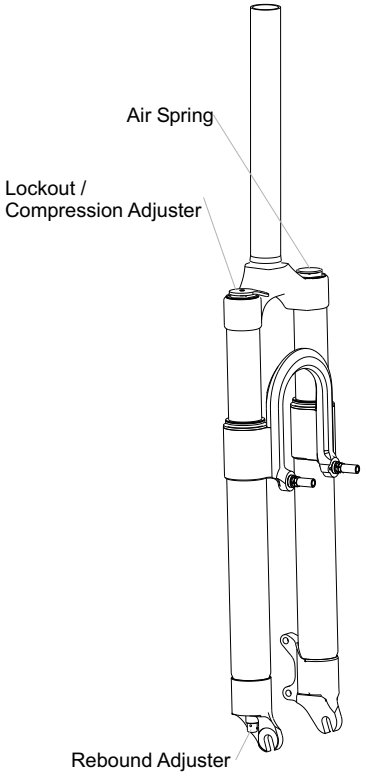
To get the most out of your White Brothers fork, it is important that you tune the fork to fit your weight, riding style and the terrain you ride.

INITIAL BREAK-IN PERIOD

Your new fork is designed to break-in over a period of 10 hours or more of riding. As all the parts bed into each other, the stiction (friction) of the fork decreases and the sensitivity increases. After the initial brake-in period, fine tuning the air pressure and damping adjustments may be beneficial to achieve the best possible performance.

TOOLS NEEDED:

High pressure air pump
15/16" socket with ratchet.
6mm Allen wrench



AIR SPRING /CARTRIDGE DAMPER

Your new White Brothers fork is designed with an air cartridge for air sprung support. An air cartridge is a light weight, adjustable air sprung shock absorber, which screws into the fork stanchion at the crown. The following guidelines for checking and adjusting your cartridge will enable you to enjoy maximum performance from your fork.

1. First, test ride the fork over easy terrain. If after riding the fork over varied terrain you decide that more tuning is necessary, continue to the next step.

2. The compression or spring of the fork can be changed two ways: 1) by changing air pressure in the cartridge and 2) adjusting the settings of the damper cartridge.

3. To change the air pressure remove the snap in dust cap (use a finger nail or small screw driver) so that the schrader valve stem is exposed.**(see Figure #4)**

4. You will need a high pressure shock pump to inflate the cartridge. Start with the stock setting of 200 lbs. If the fork feels too soft or firm, fine tune the air pressure in five pound increments until the fork sag (support) is approximately 15 to 25 percent of the total travel.

5. Test ride after each adjustment until the air cartridge is at an adequate pressure. Generally you will want a higher pressure for a 80mm fork and a lower pressure for a 100mm fork. Reinstall the dust cap.

6. Compression adjustment (lockout) is done by turning the knob on the top of the right leg and is a lockout when turned full clockwise. WARNING: The lockout is designed to be used on smooth terrain only. DO NOT lockout the fork on rough terrain, bumps or drop-offs. Turning the knob counter-clockwise from lockout, will provide less and less compression damping. Less compression damping will increase the fork dive but will feel smoother over small bumps. More compression damping will feel stiffer over small bumps but will be more resistant to bottoming. The compression / lockout knob has ¾ of a turn of adjustment. If more damping range is needed, contact White Brothers.

7. Rebound adjustment is done by turning the adjuster on the bottom of the right leg. Turn the knob clockwise for slower rebound. To speed up rebound, turn the knob counter-clockwise. Start with a middle setting and fine tune the rebound from there. Proper rebound will allow the tire to track the ground over consecutive bumps. Too slow of rebound will pack-up (feel stiff over consecutive bumps) while rebound set too fast will cause the fork to top out. Adjustment range is 6 turns.

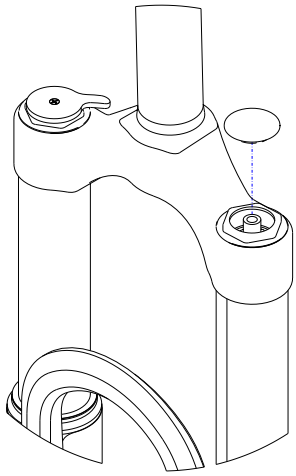


Figure #4

MAINTENANCE

Your White Brothers fork requires periodic maintenance to ensure peak performance and long life. Neglecting proper maintenance will reduce the fork's life. Internal build up of water and dirt or a lack of lubrication will cause excessive wear and void the warranty.

BEFORE EVERY RIDE: Visually inspect your fork for bent or broken parts, loss of oil, abnormal sounds or other indications of possible fork failure. Compress you fork to verify proper function. Check all other bicycle components to ensure proper working order. **Warning:** Check the air cartridge to ensure that it is tightly threaded into the fork crown.

AFTER EVERY RIDE: Clean and dry the exterior of your fork. When cleaning the fork, do not direct the water spray at the seals. Visually inspect your fork for damage.

***EVERY 30 HOURS OF RIDING:** Your fork should be disassembled, inspected, cleaned and re-grease. If the fork appears to be relatively clean, you can go 40 hours between servicing. If the fork appears excessively dirty you should service it every 20 hours. The three things that will effect the service interval and performance of your fork are water, mud and dust. How much you use your fork in those conditions will determine how much service it requires.

***EVERY 100 HOURS OF RIDING:** Complete service should include removing the lower fork legs cleaning and re-greasing all shafts, bushings and seals. Check top cap assembly's, damper cartridge, stanchion plug, brake post bolts and shaft bolts for proper torque. At this time, the fork should be carefully inspected for wear and damage before reassembly. Contact White Brothers for replacement parts and service. We recommend that this service be performed by a certified White Brothers service center or by the factory.

*White Brothers recommends that you consult with a qualified technician before performing major service.

Maintenance (Air Cartridge)

1. Once a year (depending on riding style and frequency) the cartridge should be removed for annual maintenance. **Deflate the cartridge.** Un-thread the cartridge from the stanchion tube.

2. Remove the air cap from the cartridge body and push the shaft and piston assembly out the top of the cartridge. Inspect the air cap o-ring and piston o-ring for damage or dirt. If the o-rings are damaged see your local dealer or contact White Brothers for o-ring rebuild kit. Clean and lubricate the o-rings and shaft with Slick Honey. Re-assemble the cartridge. When inserting the shaft in the body, push the shaft end through the o-rings with a steady, gradual push so that the o-ring is not damaged. Replace the air cap on the body, making sure it is snug but not over tightened. Inflate the cartridge to 150 psi outside the fork and immerse in water. Check for any slow bubbling from around the air cap or where the shaft enters the cartridge body. If you see bubbling consult the trouble shooting section.

Basic Fork Disassembly and Inspection

1. Disconnect the front brake and remove the wheel as outlined in you bicycle owners manual. **Important:** Pop the cap off the air side and **deflate the cartridge**. **(See Figure #4)**

2. The cartridge damper locks out when the upper damper shaft is screwed down against a brass seat. This provides a very durable and positive lockout that retains it's seal over long periods of use, however if the upper damper shaft is unscrewed several turns and detaches from the damper piston, the damper must be torn down and rebuilt. **Warning:** To prevent the upper damper shaft from unscrewing when the fork lowers are removed for lubrication or other maintenance, do not attempt to unscrew the compression screw at the bottom of the right leg without first locking the fork out then removing the lockout knob and the cap and the hex key from the crown on the damper side. After these parts are taken out, the compression screws can be loosened and the lowers detached from the fork stanchions.

3. Pop out the damping adjuster knob from the bottom of the right dropout. Remove the allen bolts at the bottom of the fork legs. **(See figure #5)** A light tap may be needed to free the control rod from the lower assembly.

4. Simply slide the fork legs off the end of the inner stanchion tubes. Be careful not to damage the seals as they come off the inner legs.

5. Clean all parts with a clean, non-abrasive rag. A mild grease cutting cleaner or solvent might make this an easier task. Once clean, inspect the seals for tears or cracks. If okay, re-grease them with Slick Honey or other suitable non-lithium grease. If your seals show signs of wear have them replaced.

6. The damper cartridge is threaded into the right fork stanchion. **Do not remove the cartridge.** Inspect the cartridge for visible leakage. If none, grasp the shaft while in the stanchion tube and operate back and forth to insure smooth action. If the cartridge has visible leakage and/or the damping feels inconsistent as it is stroked, return the cartridge to White Brothers or a dealer familiar with rebuilding the cartridge damper for service.

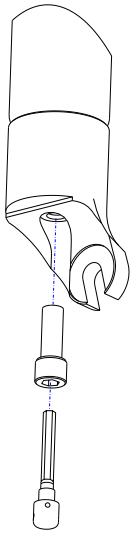


Figure #5

7. Check the DU bushings carefully for wear. This is done by looking at the color of the bushings. If the bushings are dark gray, they are in good condition. If they are bronze/gold in areas, they are worn and can cause fork stanchion damage. If there is noticeable movement back and forth when the legs are fully engaged on the fork stanchions, the DU bushings may need to be replaced. Please note that special tools are required to remove and replace these bushings. This service can be performed by certified White Brothers MTB service centers or directly through White Brothers.
8. Next, inspect the fork stanchion tubes for wear, nicks or scrapes. These will cause premature wear on the seals and DU bushings. Check again for noticeable play between the stanchion tubes and the fork lower.
9. If everything is free of problems, coat all parts with a light coat of Slick Honey or other non-lithium grease. Be sure to lube the DU bushings located inside the lower leg.

Basic Fork Reassembly

1. To re-attach the fork lowers, first push the lower damper shaft upward so that the hex key on the cap can be inserted into the top damper shaft. Screw down the cap and re-attach the lockout knob by carefully fitting it on the top hex fitting of the key in the cap and replacing the small screw in the center of the knob. Move the knob to the "7 o'clock" or "locked out " position and HOLD IT THERE. Pull the lower damper shaft downward as far as it will go and turn it clockwise, still holding the knob in the "locked out" position, until the shaft will not turn. The lock out is now engaged.
2. Make sure all the spacers and bottoming bumpers are installed on the control rods (see exploded views for proper installation). With all parts cleaned and reinstalled with new grease, fit the lower assembly over the stanchion tubes and gently rock and slide together until the control rods are touching the bottom of the lower assembly. **Note: Do not tap the lower assembly onto the stanchion tubes. The DU bushings can be dislodged.** Thread the compression screws into the control rods starting with the damper side and once again hold the lock out knob in the locked out position and firmly tighten. Adding air to the air cartridge may be needed to push the control rod down to the bottom of the leg. This will also help hold the rod from spinning as you tighten the compression screw on the air side. **Note: Ensure the compression screws are fully tight before riding.**
3. Make sure the fork caps and cartridges are fully tightened into the top of the stanchion tubes. Connect the front brake and wheel as outlined in you bicycle owners manual.
4. Compress the fork to make sure it works smoothly and that the brake cable does not interfere with the operation of the fork.

TROUBLE SHOOTING

Loss of Air Pressure (In Excess of Normal Seepage):

Deflate the cartridge and un-thread it from the left stanchion tube. Re-inflate the cartridge to 150 psi and immerse in water for several minutes with the dust cap removed. Check for any slow bubbling.
1. Check the tightness of the air cap on the body. It should be a firm hand tight but not over tight.
2. Check the o-rings for damage, a fiber, hair or large dirt particle. Slow bubbling from inside or underneath the air cap usually indicates a contaminated air cap o-ring. Remove suspect o-rings with a toothpick. If the o-ring is not cut or torn, cleaning and re-greasing the o-ring usually repairs the leak.
3. Check the valve core for bubbles. Slow bubble formation at the top of the schreader valve (one bubble every 30-60 minutes) is normal, more rapid bubbling indicates a loose or defective valve core. Tighten the valve core with a valve core wrench and see if that stops the leak. If not replace the valve core.
4. If no leak can be seen after one minute of immersion, pressure loss probably occurs in use due to a worn or contaminated cartridge body o-ring. To check, compress the cartridge body assembly underwater and look for bubbles that may occur at the junction where the shaft enters the cartridge body. If leakage is visible, the body o-ring is easy to replace with a "Cartridge Body Seal Kit" available through your local dealer or from White Brothers.
5. If none of these remedies solve the problem contact White Brothers for technical support.

Fork Feels Sticky:

This is usually caused by:
1. A lack of lubrication. Clean and lubricate the fork as outlined in the maintenance section.
2. Contamination inside the fork. Clean and lubricate the fork as outlined in the maintenance section.
3. Fork is not sufficiently broken in. Contact White Brothers for further technical information.

The Fork Bottoms Too Easily:

1. Incorrect air pressure. Add air pressure as outlined in the tuning section.
2. Insufficient compression damping. Add compression damping by turning the adjuster on the top of the right leg clock-wise.

The Fork Doesn't Use Full Travel:

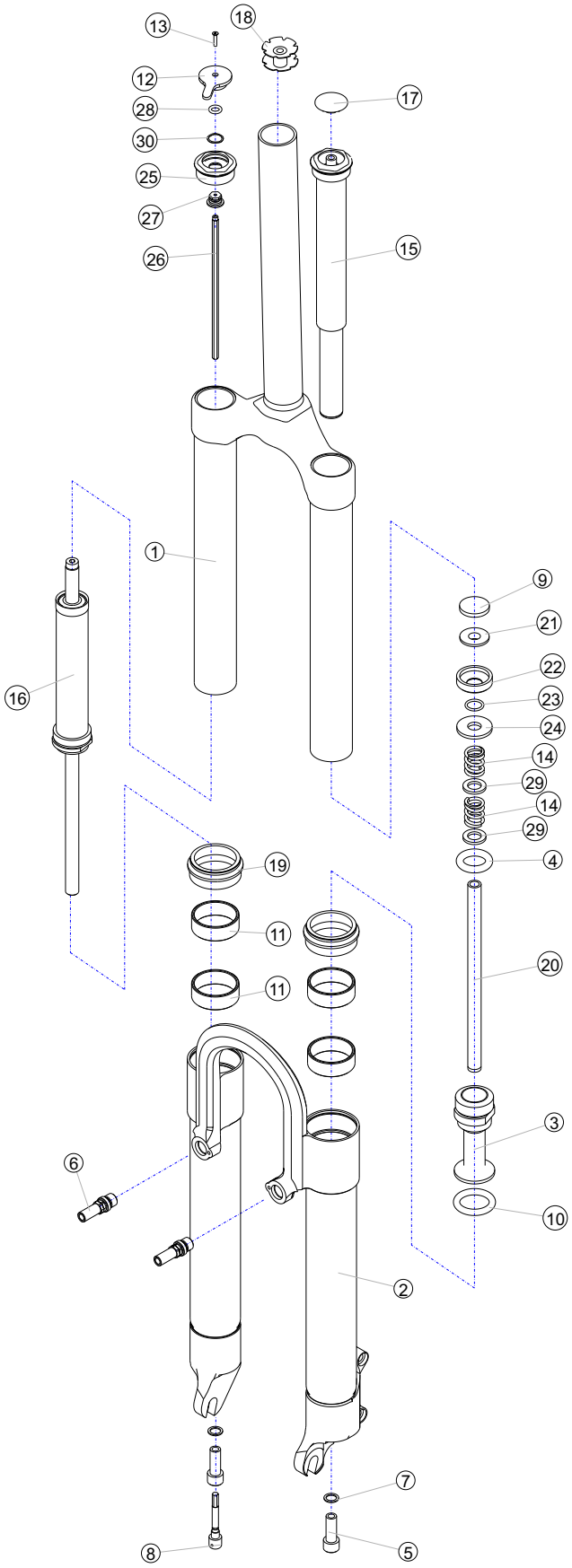
1. Incorrect air pressure. Remove air pressure as outlined in the tuning section.
2. Excessive compression damping. Reduce the compression damping by turning the adjuster on the top of the right leg counter clock-wise.

Lockout and/or Damping Adjustment is Not Working

1. Damper may need servicing. Contact White Brothers for technical information.

Exploded Views

The following is an illustration and parts table which gives you the exploded view of your White Brothers fork. The parts table indicates the part numbers for each individual part in the fork. Reference these numbers when ordering replacement parts. See your local dealer or contact White Brothers to order the parts you require.

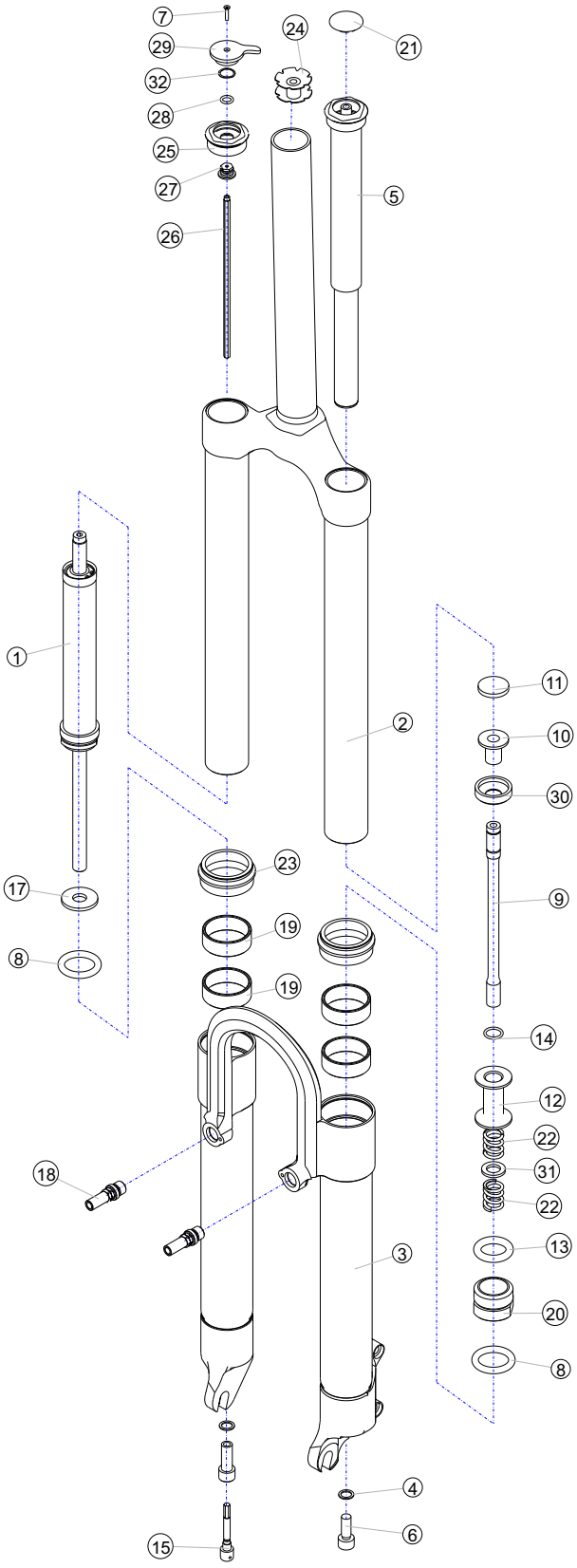


80mm Air Fork W/ Oil Damper

ITEM NO.	QTY.	PART NO.	DESCRIPTION
1	1	P1099-1	80mm Upper Assembly
2	1	100197,100198	80mm Lower Assembly (Red,Blue)
3	1	100196	Stanchion Plug
4	1	F-2402	O-Ring 313
5	2	100063	Compression Screw
6	2	97-3668	Thread in Brake Boss
7	2	100055	Washer .3125x.4375
8	1	100200	Damper Adjuster
9	1	ZTA-PAD	Compression Pad
10	1	100009	O-Ring 316
11	4	97-986	DU Bushing
12	1	100175	Damper Adjuster Knob
13	1	100195	Flat Head Screw M2.5x10
14	2	100016	Negative Spring
15	1	100204	80mm HP Air Cartridge
16	1	100217	80mm Damper Assembly
17	1	P4650	Dust Cap
18	1	97-9301	Star Nut
19	2	97-1351	Wiper Seal
20	1	100168	Dummy Shaft 80mm Air
21	1	P4600	Control Rod Top
22	1	100292	Compression Pad Holder
23	1	100035	O-Ring 013
24	1	P3321	0.1" Delrin Washer
25	1	100291	TopCap
26	1	100185	80mm Lockout Adj. Hex
27	1	100201	Top Fitting for Lockout Key
28	1	100524	O-Ring 6x2mm
29	2	P3310-1	Washer
30	1	100506	Wave Washer

Exploded Views

The following is an illustration and parts table which gives you the exploded view of your White Brothers fork. The parts table indicates the part numbers for each individual part in the fork. Reference these numbers when ordering replacement parts. See your local dealer or contact White Brothers to order the parts you require.

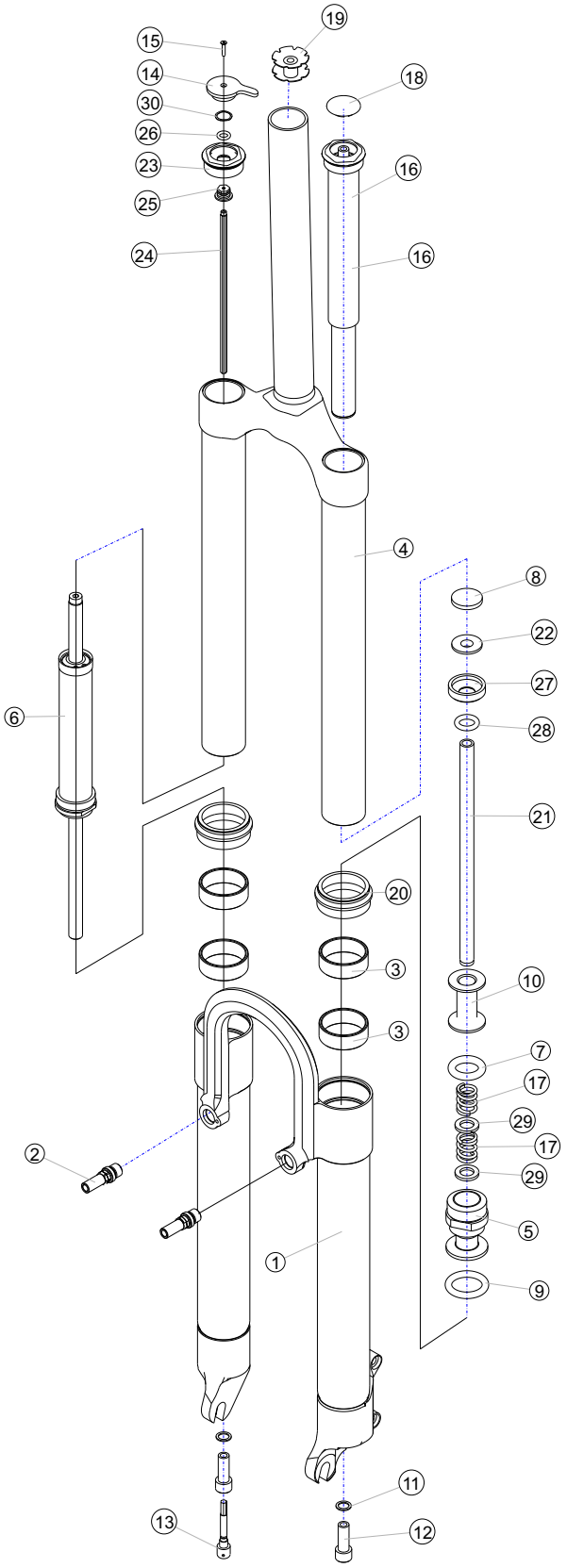


100mm Air Fork W/ Oil Damper

ITEM NO	QTY.	PART NO.	DESCRIPTION
1	1	100218	100mm Damper Assembly
2	1	P1139-1	100mm Upper Assembly
3	1	100197,100199	100mm Lower Assembly (Black,Blue)
4	2	100055	Washer .3125x.4375
5	1	100205	Air Cartridge Assembly 100mm
6	1	P4003	7mm Compression Screw
7	1	100195	Flat Head Screw M2.5x10
8	2	100009	O-Ring 316
9	1	P2022	Dummy Shaft
10	1	100230	Control Rod Top
11	1	ZTA-PAD	Compression Pad
12	1	100229	Negative Spring Guide 100mm
13	1	ZTA-ORING-314	O-Ring 314
14	1	100035	O-Ring 013
15	1	100200	Damper Adjuster
16	1	100063	Compression Screw
17	1	P3321	0.1" Delrin Washer
18	2	97-3668	Brake Stud
19	4	97-986	DU Bushing
20	1	100235	Stanchion Plug
21	1	P4650	Dust Cap
22	2	100016	Negative Spring
23	2	97-1351	Wiper Seal
24	1	97-9301	Star Nut
25	1	100291	Top Cap
26	1	100186	Damper Allen Key
27	1	100201	Hex Adapter
28	1	100033	O-Ring 010
29	1	100175	Lockout Knob
30	1	100292	Compression Pad Holder
31	1	P3310-1	Washer
32	1	100506	Wave Washer

Exploded Views

The following is an illustration and parts table which gives you the exploded view of your White Brothers fork. The parts table indicates the part numbers for each individual part in the fork. Reference these numbers when ordering replacement parts. See your local dealer or contact White Brothers to order the parts you require.



29” 80mm Air Fork W/ Oil Damper

Item #	QTY.	PART NO.	DESCRIPTION
1	1	100226	29" 80mm Air Lower Assembly
2	2	97-3668	Thread in Brake Boss
3	4	97-986	DU Bushing
4	1	P1139-1	29" 80mm Air Upper Assembly
5	1	100227	Stanchion Plug
6	1	100220	29" 80mm Damper Assembly
7	1	F-2402	O-Ring 313
8	1	ZTA-PAD	Compression Pad
9	1	100009	O-Ring 316
10	1	100229	Negative Spring Guide 100mm
11	2	100055	Washer .3125x.4375
12	2	100063	Compression Screw
13	1	100200	Damper Adjuster
14	1	100175	Adjuster Knob for Damper
15	1	100195	Flat Head Screw M2.5x10
16	1	100204	80mm HP Air Cartridge
17	2	100016	Negative Spring
18	1	P4650	Dust Cap
19	1	97-9301	Star Nut
20	2	97-1351	Wiper Seal
21	1	100169	Control Rod
22	1	P4600	Control Rod Top
23	1	100291	Top Cap
24	1	100186	Damper Allen Key
25	1	100201	Hex Adapter
26	1	100524	O-Ring 6x2mm
27	1	100292	Compression Pad Holder
28	1	P4708	O-Ring 205
29	2	P3310-1	Topout Preload Spacer(Optional)
30	1	100506	Wave Washer

Owners Name:_____
Address:_____
_____
Phone:_____
Purchase Date:_____
Purchase Location:_____
Serial #: Located on lower back side of right axle clamp._____

MAINTENANCE LOG

Date	Service Performed

Date	Service Performed

WARRANTY CLAIMS

White Brothers forks are the highest quality and as such are warranted to be free from defects in materials and workmanship for a period of one year from the date of purchase for the original purchaser. On receipt of the fork, if it is found to be defective, White Brothers will determine replacement or repair of the fork. This warranty is the sole and exclusive remedy. White Brothers shall not be liable for any indirect, special or consequential damages. Warranty does not apply to any product that has been installed improperly or adjusted using methods not outlined in this manual. Warranty also does not cover forks that have been misused, or forks that have missing/altered serial numbers (located on the back of the right fork stanchion). The fork is not warrantied against damage in the appearance of the fork or for modifications not outlined in this manual. This warranty does not cover breakage, bending, or damage that may result from crashes, falls or abuse. Normal wear (i.e. seals, bushings, sliders finish, etc) and wear and damage caused by lack of proper maintenance is not included. ***The warranty registration card must be filled out and returned within 30 days of purchase to activate and validate this warranty.** A copy of the proof of purchase must be included with all warranties. Customers in the US please contact your White Brothers or your dealer for a Return Authorization Number (RA#) before returning the forks. All forks returned for inspection must be sent freight paid to:

580 N. Westgate Dr.
Grand Junction, CO 81505 USA
1.800.999.8277
www.whitebrotherscycling.com

A division of
Eko Sport, Inc.

*Consumers outside the US please contact the dealer or distributor in your area.